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# APPENDIX C: COST REVENUE OVERVIEW

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## East Sector Cost Revenue Overview

As detailed in the Revenue Analysis portion of this report, the Intervention Scenarios for both Harrisburg and Wayside micro-areas have the potential to dramatically increase tax revenue to the City of Houston (see table below for summary). However, the growth in the Intervention Scenarios that produces these tax revenue increases assumes a level of City investment infrastructure necessary to support the predicted growth.

### Summary of Micro-Area Projected Revenue

	Harrisburg Revenue	Wayside Revenue
Scenario 1	\$ 44.3 million	\$24.0 million
Scenario 2	\$111.6 million	\$94.0 million
<b>Increase</b>	<b>\$ 67.3 million</b>	<b>\$70.0 million</b>

tate the growth predicted in the Intervention Scenario, Little York would need to be widened from US 59 east to North Wayside at a cost of approximately \$11 million.

## Conclusions

The costs outlined here are not intended to be exhaustive or exact. They do, however, indicate the strong probability that growth spurred by the investment levels shown in the Intervention Scenarios would result in substantial increases in tax revenue.

## Water/ Wastewater

The Harrisburg micro-area has a fairly well developed infrastructure system for water and wastewater. However, much of this system is quite old and may lack the capacity needed to support new development and increased densities. Analysis by City of Houston Public Works and Engineering estimates that investment for additional or upgraded lines needed to support the growth predicted in the Intervention Scenario would be approximately \$1.2 million in water lines and \$5.1 million in wastewater lines.

The Wayside micro-area is much less densely developed than the Harrisburg micro-area and might require installation of more new lines. Analysis by City of Houston Public Works and Engineering estimates that investment for additional or upgraded lines needed to support the growth predicted in the Intervention Scenario would be approximately \$1.7 million in water lines and \$4.9 million in wastewater lines.

## Street Infrastructure

While the Harrisburg micro-area could probably benefit from upgraded street infrastructure, no specific recommendations are made in this study because information on individual street pavement condition is not readily available. In order to facili-